

SECRETS-E-C-R-E-T

50X1-HUM

The chief reason for the failure to meet the plan for lumbering and hauling is the unsatisfactory utilization of equipment. Last year the timber managements received a huge amount of portable electric power plants and highly productive saws, automobiles, loading cranes on railroad and automobile bases, internal-combustion locomotives, handcars, stationary steam engines, woodworking machines, etc. Hundreds of new machines were received in January. Powerful lift trucks will soon appear. But frequently all this huge stock of machinery is used unsatisfactorily. Little attention is given to it; often a large part of the machinery is not in working order.

The directors of the various timbering enterprises often allude to a shortage of labor, although actually the lumbering points have a sufficient supply. However, little attention is given to the welfare and educational needs of the workers; as a result, there is considerable labor turnover in some timber managements.

At the meeting, Minister of Transportation Beshchev noted that the managers of the Main Administration of Timber Industry have not taken all measures to improve lumbering. Deliveries of timber to railroad transport in the fall-winter period were short thousands of cubic meters, and little is being done to improve the situation. The first-quarter plan must be unconditionally carried out, since more than half of the year program must be executed during the winter. Supplies of timber and various items must be created to assure the continuous operation of all of the railroad network. At present, other organizations, such as construction organizations and the Main Track Administration of the ministry, are doing lumbering. This is a forced measure and a temporary one. Lumbering is done by other organizations only because the Main Administration of Timber Industry has not yet managed to measure up to its task.

RAILROAD INDUSTRIAL ENTERPRISES MISS YEAR PLAN -- Moscow, Gudok, 7 Feb 51

Industrial enterprises of the Ministry of Transportation completed only 98 percent of the 1950 plan. One of the main reasons for the unsatisfactory work of many plants is the poor organization of production. In many cases care for the improvement of technology, for the creation of continuous methods, for smoothness in production, and for intra-plant planning is lacking. Inefficiency of command personnel and weakening of labor discipline have led to backwardness in the Saratov Electrotechnical Plant, the Novosibirsk Switch Plant, the Moscow Railroad Car Repair plant imeni Voytovich, and several others. Not enough care is given to technological discipline and reduction of the cost of production, saving materials, etc.

HIT PRODUCTION OF SIGNAL LIGHTS -- Moscow, Gudok, 11 Mar 51

Recently, several new designs of electric-light signal units have been worked out. The extensive use of these units will increase the safety of train movements and marshalling operations. However, as yet only a few of these units are on the line.

A special commission of the Main Traffic Administration and the Main Passenger Administration of the Ministry of Transportation has adopted for operation the electric-light signal unit designed by Kozlovskiy and Osvetinskiy. This unit is light and portable, operates for long periods without servicing, and can be used for both signaling and illumination. However, far from promoting the output of improved equipment, the Main Administration of Railroad-Machine-Building Plants does not want to change the technological processes, and its Lyubertsy Plant continues to produce electric-light units which the railroad systems refuse because of their high cost and numerous defects in design.

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In 1951, the important marshalling stations received several illuminating lights powered by storage battery and equipped with adjustable reflectors, designed by Terekhin. However, many of these lights are not operating, since recharging them is difficult and can be done only at specially equipped shops.

Poor installation of light signals is causing overexpenditures of electric power. Also, the Main Administration of Signaling and Communications has not supplied the stations with 5-watt bulbs, and, as a result, bulbs of greater capacity than is necessary are installed in switch indicators and other items of equipment.

In a majority of stations, ordinary flat glass is provided for signaling equipment, and much money is wasted on replacing it. But the Main Administration of Material and Technical Supplying has done nothing to provide glass of greater durability.

The technology of railroad transport has made great advances during the Five-Year Plans, and it is intolerable that in many stations the signals are illuminated with kerosene lamps and candles. Also, while some portable electric lamps have been introduced, no one has bothered to do anything about electric markers for the rear of trains.

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